Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AL-V-A-314

Name: MD 36 over Jennings Run (1008)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended ___X___	Eligibility Not Recommended _____
Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None	
Comments:_____	
Reviewer, OPS:__Anne E. Bruder_____	Date:__3 April 2001_____
Reviewer, NR Program:_Peter E. Kurtze_____	Date:___3 April 2001_____

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. AL-V-A-314

SHA Bridge No. 1008 **Bridge name** MD 36 over Jennings Run

LOCATION:
Street/Road name and number [facility carried] MD 36 (Mount Savage Road)

City/town Mount Savage **Vicinity** _____

County Allegany

This bridge projects over: Road____ **Railway**_____ **Water** X **Land** ____

Ownership: State X **County** _____ **Municipal** _____ **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes _____ **No** X
National Register-listed district ____ **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district _____

BRIDGE TYPE:
Timber Bridge _____:
Beam Bridge _____ **Truss -Covered** ___ **Trestle** ____ **Timber-And-Concrete** ___

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge ____:
Swing _____ **Bascule Single Leaf** __ **Bascule Multiple Leaf** _____
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder_____:
Rolled Girder _____ **Rolled Girder Concrete Encased** _____
Plate Girder _____ **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X:
Concrete Arch_____ **Concrete Slab** ____ **Concrete Beam** X **Rigid Frame** _____
Other _____ **Type Name** _____

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DESCRIPTION:

Setting: Urban _____ **Small town** ____X____ **Rural** _____

Describe Setting:

Bridge No. 1008 carries Md 36 (Mount Savage Road) over Jennings Run in Allegany County. MD 36 runs east-west and Jennings Run flows north-south. The bridge is located in the town of Mt. Savage, and is surrounded by commercial buildings. A World War I monument and footbridge are located adjacent to the bridge to the south.

Describe Superstructure and Substructure:

Bridge No. 1008 is a 2-span, 2-lane, concrete beam bridge. The bridge was originally built in 1929, and there have been no major alterations. The structure is 69 feet, 11 inches long and has a clear roadway width of 24 feet, 11 inches; there are two (2) sidewalks, each measuring 4 feet, 11 inches wide. The out-to-out width is 34 feet, 11 inches. The bridge was built on a 50° skew. The superstructure consists of six (6) T-beams which support a concrete deck and concrete parapets. The beams measure 15 inches x 24 inches and are spaced 5 feet, 8 inches apart. The concrete deck, and integral part of the T-beam, is 9 inches thick and it has a bituminous wearing surface. The structure has pierced concrete parapets and the roadway approaches have no shoulders or guard rails. A date plaque on the east parapet indicates the bridge was built by the State Roads Commission in 1929. The names of G. Clinton Uhl, Chairman, Howard Bruce, John K. Shaw, H.D. Williar, Jr., Chief Engineer, and W.C. Hopkins, Bridge Engineer, are listed on the plaque. The substructure consists of two (2) concrete abutments, and an intermediate concrete pier at mid-length. There are no wing walls; the bridge spans Jennings Run along concrete and stone retaining walls that form the stream channel. The retaining walls also serve as the foundation walls of adjacent buildings that span the stream. The bridge is not posted, and the sufficiency rating is 67.8.

According to the 1997 inspection report, this structure is in fair condition with some scour at the abutments and piers. During the field survey conducted by P.A.C. Spero & Company, it was noted that the concrete substructure and superstructure have areas of cracking, scaling, and spalling. The concrete beams have areas of scaling, spalling, and rusting. The asphalt wearing surface has depressions in the traffic lanes. Also, the concrete parapets are in good condition, with some areas of spalling. The parapets have been painted, and there are areas of chipped and flaking paint.

Discuss Major Alterations:

There have been no major alterations to the bridge. The inspection report from 1997, recommends the repair of the abutments and piers with grout bags due to severe scour.

HISTORY:

WHEN was the bridge built: 1929
This date is: Actual ____X____ **Estimated** _____
Source of date: Plaque __X__ **Design plans** __X__ **County bridge files/inspection form** __
Other (specify): State Highway Administration bridge files/inspection form

WHY was the bridge built?

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The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

State Roads Commission

WHO was the builder?

State Roads Commission

WHY was the bridge altered?

N/A

Was this bridge built as part of an organized bridge-building campaign?

The bridge was constructed by the State, as part of a campaign to increase load capacity on secondary roads during the 1920s.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ **B- Person** _____

C- Engineering/architectural character ____X____

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete beam construction. The structure has a high degree of integrity and retains such character-defining elements of the type as the original concrete beams, deck, abutments and parapets. The bridge is a representative example of a 1920s concrete beam bridge that has not been altered.

Was the bridge constructed in response to significant events in Maryland or local history?

The earliest concrete beam bridges in the nation were deck girder spans that featured concrete slabs supported by a series of longitudinal concrete beams. This method of construction was conceptually quite similar to the traditional timber beam bridge which had found such widespread use both in Europe and in America. Developed early in the twentieth century, deck girder spans continued to be widely used in 1920 when noted bridge engineer Milo Ketchum wrote *The Design of Highway Bridges of Steel, Timber and Concrete* (Ketchum 1920).

Although visually similar to deck girder bridges, the T-beam span features a series of reinforced concrete beams that are integrated into the concrete slab, forming a monolithic mass appearing in cross section like a series of upper-case "T"s connected at the top. Thaddeus Hyatt is believed to have been the first to come upon the idea of the T-beam when he was studying reinforced concrete in the 1850s, but the first useful T-beam was developed by the Belgian Francois Hennebique at the turn of the present century (Lay 1992:293). The earliest references to T-beam bridges refer to the type as concrete slab and beam construction, a description that does not distinguish the T-beam design from the concrete deck girder. Henry G. Tyrrell was perhaps the first American bridge engineer to use the now standard term "T-beam" in his treatise *Concrete Bridges and Culverts*, published in 1909. Tyrrell commented that "it is permissible and good practice in designing small

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concrete beams which are united by slabs, to consider the effect of a portion of the floor slab and to proportion the beams as T-beams" (Tyrrell 1909:186).

By 1920, reinforced concrete, T-beam construction had found broad application in standardized bridge design across the United States. In his text, *The Design of Highway Bridges of Steel, Timber and Concrete*, Milo S. Ketchum included drawings of standard T-beam spans recommended by the U.S. Bureau of Public Roads as well as drawings of T-beam bridges built by state highway departments in Ohio, Michigan, Illinois, and Massachusetts (Ketchum 1920). By the 1930s the T-beam bridge was widely built in Maryland and Virginia.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic , with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

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There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

The bridge is a potentially significant example of a concrete beam bridge, possessing a high degree of integrity.

Does the bridge retain integrity of important elements described in Context Addendum?

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including the original concrete beams, deck, abutments, and parapets.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

This bridge is a significant example of the work of the State Roads Commission in the 1920s.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files _____ **SHA inspection/bridge files** X
Other (list):

Ketchum, Milo S.
1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

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1917 *Reinforced Concrete Bridges.* National Bridge Company, Indianapolis, Indiana.

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1930a *Report of the State Roads Commission for the Years 1927, 1928, 1929 and 1930.* State of Maryland, State Roads Commission, Baltimore.

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Maryland State Roads Commission
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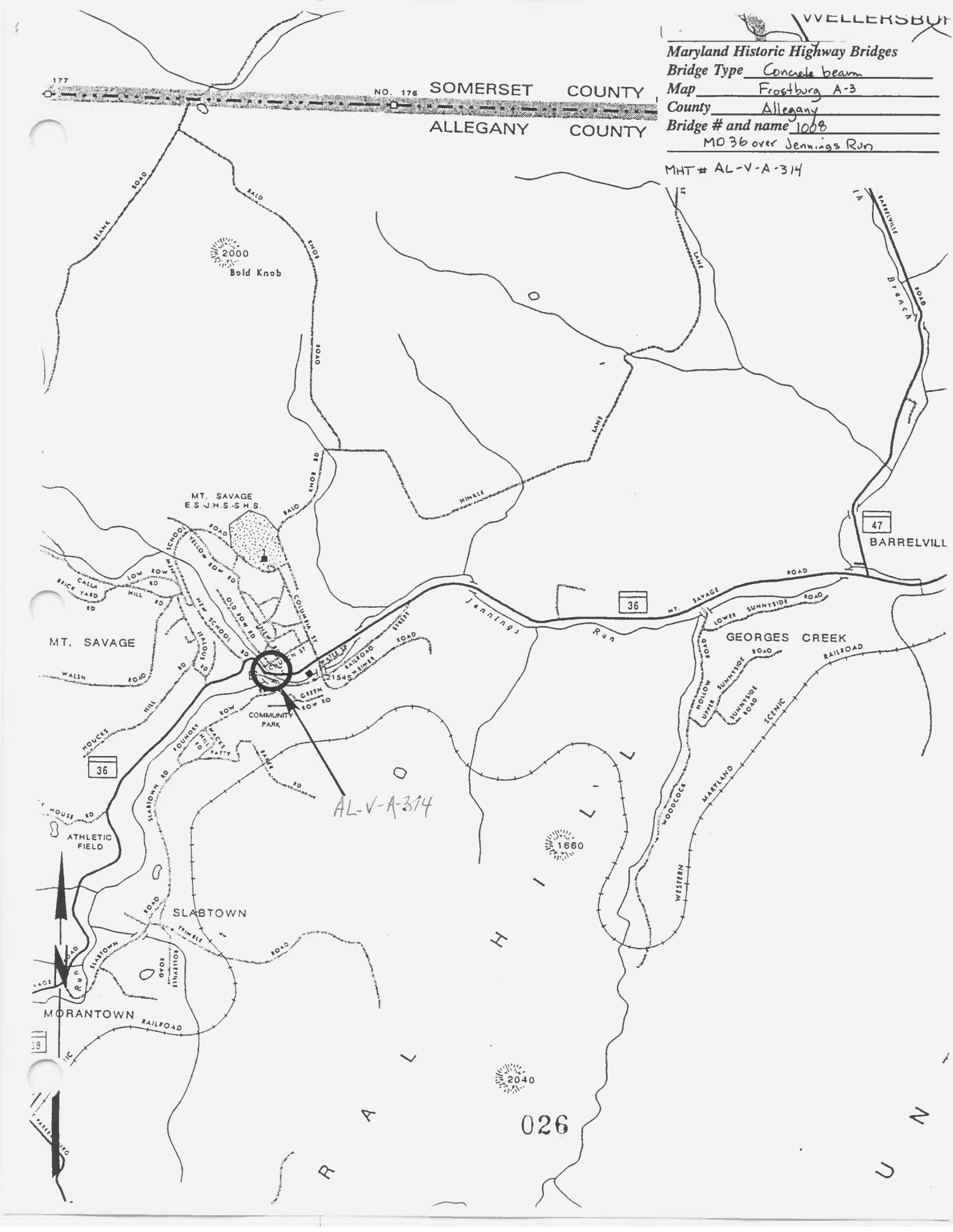
1930b *Standard Plans.* State of Maryland, State Roads Commission, Baltimore.

Taylor, Frederick W., Sanford E. Thompson, and Edward Smulski
1939 *Reinforced-Concrete Bridges with Formulas Applicable to Structural Steel and Concrete.* John Wiley & Sons, Inc., New York.

Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways.* The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded 3/4/97
Name of surveyor Caroline Hall/Ryan McKay
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1685 **FAX number** (410) 296-1670


Maryland Historic Highway Bridges
Bridge Type Concrete beam
Map Frostburg A-3
County Allegany
Bridge # and name 1008
MD 36 over Jennings Run
MHT # AL-V-A-314
SOMERSET COUNTY
ALLEGANY COUNTY
NO. 176
177
Bold Knob
2000
MT. SAVAGE
ESJHSSHS
MT. SAVAGE
COMMUNITY PARK
ATHLETIC FIELD
SLABTOWN
MORANTOWN
RAILROAD
GEORGES CREEK
BARRELVILL
Jennings Run
AL-V-A-314
1660
2040
026

1. AL - V - A - 3/4
2. MD 36 over Jennings Run
3. Allegany Co, MD
4. Ryan McKay
5. 3/97
6. MD SHPO
7. Downstream elevation - south span
8. 1 of 6

1. AL-V-A-314
2. MD 36 over Jennings Run
3. Allegany Co, MD
4. Ryan McKay
5. 3/97
6. MD SHPO
7. Upstream elevation - South Span
8. 2 of 6

1. AL-V-A 311
2. MD 36 over Jennings Run
3. Allegany Co., MD
4. Ryan McKay
5. 3/97
6. MD SHPO
7. Detail of beam
8. 3 of 6

1. AL V-A 31-1
2. MD 36 over Jennings Run
3. Allegany Co. MD
4. Ryan McKay
5. 3/97
6. MD SHPO
7. Detail of plaque
8. 4 of 6

1 AL-W-A-3141

2 MD 36 over Jennings Run

3 Allegany Co. MD

4 Ryan McKay

5 3/97

6 MD SHPO

7 east parapet

8 5 of 6

1 AL-V-E-314

2 MD 36 over Jennings Run

3 Allegany Co. MD

4 Ryan McKay

5 3/97

6 MD SHPO

7 South approach

8 6 of 6